CITY COUNCILS.

The regular stated meeting of both branches of City Councils was held yesterday afternoon.

SELECT BRANCH.

President LYND in the chair.

The reading of the journal was dispensed with.

Communications, Petitions, &c.

A communication was received from the Board of School Controllers, relative to establishing a new school-house at Seventeenth and Callowhill streets; also, others in the Fifteenth section. The Board asks an appropriation of $12,000 for such purpose. Another communication, from the same, was received urging the Councils to appropriate the sum of $1,000 to defray the expenses of the committee appointed to visit Boston and New York. Both referred to the Committee on Schools.

A communication was received from the Chief Commissioner of Highways, containing a report of the street cleaning, from July 26th to October 10th, 1863, of which the following is an extract:

Number of men employed, 157; number of carts employed, 101; number of days made by men, 6,323½; number of days made by carts, 6,171½; loads of dirt removed, 15,565; loads of dirt sold, 2,728; price per load, 25 cents; loads of ashes removed, 14,906; amount earned by men, $1,586.32; amount earned by carts, $13,778.64; dead animals removed, 839; number of inlets cleaned, 882. Referred to the Committee on Highways.

Bills from Select Council.

The bill from that branch making an appropriation of $67,405 to the Board of Controllers of Public Schools, to pay the increased salaries of teachers, was, on motion of Mr. KING, postponed for the present.

The bill authorizing a loan to aid the enlistment of volunteers was taken up, and, after a short discussion, Mr. BRIGHTLY moved to postpone it, in order that the members might have an opportunity to examine into its merits, which was agreed to.

The bill for the paving of Wharton street, in the First ward, was referred.

The bills for the paving of Fortieth street, Twenty-fourth ward, and grading Jefferson street, west of Twenty-fourth, were concurred in.

The bill for the extension and improvement of Race street wharf, on the Delaware river, was passed after a short debate.

A resolution from the Department of Highways in the Select Council, relative to the grading of Thirty-first street, in the Twenty-fourth ward, was agreed to.

The transfer of items in the annual appropriation to the Board of Comptrollers was agreed to.

A resolution was offered for the paving of Thompson street, in the Twenty-fifth ward, which was passed.

A resolution authorizing the paving of Twenty-second street, in the Twentieth ward, was passed.

A resolution authorizing the comptroller to issue warrants to the drawn for the payment of bounties to all regiments, parts of regiments, and independant companies mustered into the service for the protection and defence of the State, were, after a short discussion, referred to the Committee on the Protection and Defence of the city.

The Municipal Hospital.

Mr. BRIGHTLY presented a communication from the Commission for the erection of a municipal hospital on the city lot in Hart's lane. It included resolutions showing that small-pox patients were now treated at the Lazaretto, and unless the disease should become epidemic there is no need for a temporary building, and the money should be kept for the erection of a permanent one.

In connection with the communication, Mr. BRIGHTLY offered an ordinance making it discretionary with the Commission as to the erection of a temporary building, which was agreed to.

Mr. WETHERILL offered a resolution asking the City Solicitor to inform Council over right the Pennsylvania Railroad had to destroy the city fortification at Gray's Ferry.—Agreed to.

The Girard College.

Mr. BRIGHTLY called up the veto of the Mayor to the bill providing for the admission of 130 additional pupils into Girard College.

He disagreed with the Mayor that the income of the Girard Estate was not sufficient to pay for the support of these additional pupils. The income of the estate is $154,000, which at the end of the year would leave a margin of $19,000, without taking into consideration the sum of $72,000 invested in real estate on Brown street. He was anticipated that the Mayor should object to the passage of this bill, when many of these pupils, who are now claiming admission, are the orphans of soldiers who have died in the defence of the country. The views of Mr. McCormick, Superintendent of the Girard Estate, are conveyed by the Mayor, as follows:

1st. Estimated income of the Residuary Fund for 1863.....$136,000 00

2d. Appropriations made by Councils to date: First for the College.....$84,860 00
For the Estate.....61,400 00
.....146,260 00

.....10,260 00
Deduct for reduction of taxes.....7,166 80

Deficit.....3,093 20

I have no doubt the revenue from the coal lands this year will more than meet this deficit.

3d. I cannot say what the probable expenditures for necessary repairs will be beyond the amount already appropriated, as it remains yet to be decided to make additional appropriations or withhold them.

4th. The difference to the present time between the estimated and the actual revenue, is as follows:

Estimated revenue to date.....$102,000
Actual " " 101,326
.....$674

5th. The indebtedness of the Residuary Fund to the Eastern or Delaware Improvement Fund is about $31,700.

The above indebtedness was created in the erection of twelve brick houses on Brown street, between Fifth and Sixth, which the Residuary Fund about $72 000 to build, from which the same fund is receiving a rental of about $5,000 per annum.

6th. The amount of claims outstanding against the Eastern or Delaware Improvement Fund, as far as I can ascertain, is about $16,000

7th. I have no other means of ascertaining the expected rental of the coal lands but from estimates furnished by those who profess to have some knowledge of the matter, and their estimates vary from $36,000 to $50,000 for the year 1864. My own impression is, it will reach about $25,000 for the same period of time. I think we can safely calculate upon the following income for the year 1864:

From real estate and stocks or loans.....$148,000 00
Coal lands.....25,000 00
.....$173,000 00

Yours respectfully, F. McCORMICK,
Superintendent Girard Estate.

Mr. WETHERILL said there is a heavy deficiency in this not the money raised by the city for that purpose. The Mayor knows this, and is perfectly right in what he says. We owe, of that income, $31,000 for the Delaware improvement Fund, and by the misapplication of that fund we have lost $16,000 more. The entire deficiency is $56,930. There are other circumstances, besides, that cannot be overlooked. It is intended to introduce 130 more pupils, with teachers. To turn out the teachers from the college, and create new places for them, the express terms of the will would be directly violated. The thing looks as though there were much more anxiety to provide handsomely for the teachers than the introduction of orphans.

The Mayor has quite as much sympathy for the orphan child of the soldier as the gentleman from the Twenty-second ward, but he cannot be just, and he cannot vote away money that does not exist. He would gladly receive into Girard College any number of children, but, as an honest legislator, he could not vote away money that was not to be had.

Mr. Davis took the same view as Mr. Wetherill. He had looked into the matter, and the amount of $16,000 hanging over the estate. There is a determination on the part of some members to embarrass this estate. Even if the money had been granted, what is $10,000 for the maintenance of one hundred and thirty pupils? The whole scheme is visionary and impracticable. No man can exceed my regard for the soldiers and my sympathy for their children. The money cannot be appropriated, as the estate is already plunged into debt.

After much discussion on the subject, Mr. Spering moved that the further consideration of the veto be postponed till next Thursday.—Yeas 14, nays 7.

The deficiency bill of the Highway Department was then taken up, and, after several items were postponed, it was moved that the Committee be allowed leave to sit again, which was agreed to.

Mr. RIGNS moved that the bill relative to appropriating $1,000 to the committee for the purpose of visiting Boston and New York be taken up. He said he wanted, for the credit of the schools and for the credit of the city, that this request of the committee be granted. They have come forward and presented their request, and if Councils thought the amount too large they might reduce it.

Mr. WETHERILL said there was no necessity for the committee to go to those cities, as they can go to the Fifteenth section in this city, and there find a school that will compare with any in Boston or New York, and besides, if they are to go, it should not be till after the passage of the $300,000 loan bill.

The debate was carried on at length, after which Mr. Catherwood offered the following amendment to the resolution:

Provided that no money shall be expended under this ordinance, unless at least a majority of the members from each chamber of the joint standing Committee on Schools, including the chairman thereof, shall actually visit the said cities of New York and Boston; and that the Committee on Schools be requested to give to this chamber a full report in detail of the facts obtained from the visit, which was agreed to.

On motion to suspend the rule, a quorum was not present.

The Chamber then adjourned.

COMMON BRANCH.

The quarterly report of the Chief Engineer of the Fire Department was submitted, showing that there were alarms for fires for the quarter ending September 30. The State House bell was rung for 28. The estimated loss amounted to $100,000; the insurance to $68,335; leaving a loss of $31,665 to the city. The apparatus of the various companies were reported in good order.

Mr. LOUGHLIN called up the ordinance to pay $100, expenses incured in the contested-election case of the Twenty-fourth ward, which was agreed to, and also $50 for the contested case of Mr. Thomas J. Quigley.

The ordinance making an appropriation for the purpose of paying bounty to the Gray Reserves, Reserves, and other organizations for enlisting for the last "emergency," was agreed to.

The bill from Select Council changing the place of voting in the Fourth ward of the City of the Eleventh ward to 455 St. John street, was concurred in.

The bill for increasing the salaries of the police force was taken up. The following are the sums to be given: Lieutenants, $750; sergeants, $700; policemen, $600; high constables, $800; detectives, $800; patrolmen, $600. Mr. Quin moved to refer the bill to the Committee on Finance; which, being amended so as to read that the committee report at next meeting, was adopted.

Mr. LONGSTRETH offered an ordinance authorizing a temporary loan of $100,000 for the support of the families of the volunteers, which was passed, and the Council adjourned.

THE POLICE.

[Before Mr. Alderman Beitler.]

Charged with Arson.

A man who had been employed as stableman and coachman by Dr. Francis Sims was arraigned at the Central Station yesterday afternoon on the charge of arson, in setting fire to the Doctor's stable, on Barclay street, at a late hour on Monday night. Several witnesses were examined. It seemed that the accused had been employed for some time by Dr. Sims, but owing to bad conduct, was discharged. He exhibited a sullen disposition, and when remonstrated with, because of his conduct, replied, "I'll do a d—d sight worse." The Doctor desired to know whether he made that as a threat to which the accused mumbled out something that he could not understand.

Several other witnesses were called. One of them, Richard Kelsh, a member of the Good Intent Hose, was early upon the ground. He found the fire in the rear part of the stable. He saw the prisoner coming through the stable and asked where the horses were. He was told they were got out. He then passed into the yard, and Mr. Kelsh directed the stream of water to another part of the fire so that it kept the accused in the yard. There were a couple of matches found on the prisoner. These are all the main points elicited. The case went over for a further hearing.

Fire Marshal Blackburn did not contend that he had sufficient evidence, so far, to convict; but he would sift the matter still further, and if he could gain nothing additional, he would ask for the discharge of the defendant at the next hearing. The accused was held to bail.

Assaulting a Soldier.

Edward Duff was arraigned, yesterday, on the charge of committing an assault and battery upon Wm. W. Hudson, sergeant of company C, 107th P. V., who has a furlough for twenty days. It seems that the sergeant and a friend were about to take a sociable drink at an establishment near Fifth and Chestnut streets; Duff was invited to join, but refused. He and the sergeant were old acquaintances. He made some remarks about niggers, fighting for niggers, &c. The sergeant remonstrated with him upon the impropriety of such language, whereupon Duff struck him a blow upon the nose which split that important organ partly open. Duff then ran away, was pursued, and arrested. He was bound over in the sum of $1,000 to answer at court.

[Before Mr. Alderman White.]

Stabbing Case.

Three men were arraigned yesterday afternoon before the police magistrate of the Fifth ward, on the charge of assault and battery with intent to kill a man named John Glynn. It is stated that a fight occurred on election night at a house in Penn street near South, during which Glynn was stabbed in three places; but not seriously injured. The accused were required to enter bail in the sum of $1,000 each to answer.

Committed by the Coroner.

George W. Clark and Daniel Kelly, the two substitutes charged with beating a fellow substitute so as to cause death, as stated in *The Press* yesterday, were arrested last evening on a warrant issued by the coroner. The prisoners were committed to take their trial.

LEGAL INTELLIGENCE.

Supreme Court of Pennsylvania at Nisi Prius—Justice Strong.

THE CITY RAILROAD ON BROAD STREET—THE CITY ORDINANCE FOR ITS REMOVAL—AN INJUNCTION ASKED.

The Southwark Railroad Company vs. The City of Philadelphia et al. This was an application for an injunction on bill filed against the City, the Superintendent of City Railroads, the Chief Commissioner of Highways, and the Chief Engineer and Surveyor, to restrain the city from removing the city railroad on Broad street, between Olive and South, or any part thereof, or in anywise breaking the connection between the Southwark Railroad and the City Railroad, and for a decree that the complainants have the right to connect with the city railroad, subject to all reasonable rules and regulations, and that the defendants are without authority of law to remove the said city railroad, or any part thereof.

The bill sets out the construction, in 1833, of the City Railroad on Broad street, from Vine street, under an act of the Legislature of 1831, authorizing the city to construct a railroad from Vine street to South, then the northernmost and southernmost boundaries of the city, for the purpose of establishing a continuous line of railway from the interior of the State, through the city, to its southernmost boundary, by means of a connection between the said City Railroad and the Philadelphia and Columbia Railroad, and that the road has yielded a large revenue to the city, accruing from the toll earned by the same from the transportation of freight thereon, that the Southwark Railroad were authorized by law, approved April 2, 1831, to construct a railroad from the river Delaware to Broad and Cedar, now South, to connect thereat with the said City Railroad, and also to build a railroad from Broad street to the river Schuylkill; that they have constructed at great expense a railroad extending from the Delaware river to City Railroad at Broad and South; that the primary object for which the Southwark Railroad Company was created was to provide a railway connection between said City Railroad and the rivers Delaware and Schuylkill, so as to form a continuous line of railway from the interior of the State through the city; that the franchises of the company included the right to use their railroad with the City Railroad at Broad and South, and thereby establish a continuous line of railway as aforesaid; and that it would not have been built in case it had been restricted to terminate at Broad and South without the right of connecting with the City Railroad, and keeping a continuous line of railway through the city; that the road was built in 1837, since when it has been uninterruptedly used as a part of a continuous line of railway for the transportation of freight between the south and the interior, for coal, manufactories, coal, lime, and lumber yards have been established upon Broad street and Washington avenue, along the line of the road, from which tracks have been constructed for the conveyance into the same of goods, merchandise, produce, and other articles, which contribute and add immense over the continuous line of railway formed by the junction of the Southwark and City Railroads at Broad and South street; that the complaints derive a large revenue from the freight passing over their railroad to and from these establishments, and that their income from this source would be cut off by a severance of the connection between their railroad and the City Railroad.

That the City Councils, by ordinance approved May 18th, 1863, authorized the removal of the City Railroad from Olive to South street, from the 1st of October then next; that the ordinance was passed without the knowledge or consent of complainants; that its enforcement would inflict upon them a grievous and irreparable injury; that the removal of the City Railroad would interrupt the continuity of the railway line through Broad street to the rivers Delaware and Schuylkill; would destroy the legitimate business of the Southwark Railroad; would be without color of law, and take from complainants one of the most valuable franchises secured to them by their charter, without compensation paid or secured to them, in violation of the Constitution of the State and United States.

That the removal of the City Railroad would materially diminish the revenue which the city derives from tolls accruing from the transit of cars over said railroad; that large quantities of coal, iron, lime, lumber, and general merchandise pass over the same from the Philadelphia and Reading and North Pennsylvania Railroads, to be used in the southern or southwestern section of the city, or to be forwarded over the Philadelphia, Wilmington, and Baltimore Railroad, to different places along its line; that goods are sometimes destined to, or sent from, the southern portion of this State, Delaware, Maryland, District of Columbia, and the Western and Southwestern States, are transported in cars over the City Railroad, by means of its connection with the Southwark Railroad; that the Adams Express Company have established, at Broad and Locust, a depôt for the reception and delivery of freight, &c.; and that the removal of the road would deprive the city of the income accruing from the tolls paid by the said company, for the use of the said City Railroad. And the prayer for the injunction, as before stated.

Other bills, praying for a similar injunction, have been filed by certain coal and lime dealers whose yards are located on Broad street, and who aver that their business will be destroyed by the proposed removal.

Yesterday morning, it being stated that the case would certainly go to the court in banc from this court, it was agreed that the argument should take place before a full bench on the first Saturday in January next.

A decision, to a narr. in the case of Turin vs. De Cranzat was argued by Geo. W. Arundel, Esq., for defendant, and the court adjourned.

PHILADELPHIA BOARD OF TRADE.
ALGERNON S. ROBERTS } COMMITTEE OF THE MONTH.
JOHN R. PENROSE }
ISAAC S. WATERMAN. }

LETTER BAGS

AT THE MERCHANTS' EXCHANGE, PHILADELPHIA.

Ship Saranak, Rowland.....Liverpool, soon
Ship Recovery, (Br) Wilber.....Liverpool, soon
Ship Florida, Foster.....Melbourne, (Australia) soon
Brig Ella Reed, Jarman.....Havana, soon
Brig Keoka, Burns.....St Domingo City, soon
Schr Pearle, Vance.....Havana, soon
Schr St Lawrence, Kirch.....Port Spain, soon

MARINE INTELLIGENCE.

PORT OF PHILADELPHIA, Oct. 16, 1863.

SUN RISES.....6 31 | SUN SETS.....5 29
HIGH WATER.....5 29

ARRIVED.

Bark Oak, Ryder, 6 days from Boston, with mdse to Twells & Co.
Bark Champion, Tracy, 10 days from Eastport, with plaster to Tyler & Co.
Bark Pilot Fish, Lock, 3 days from New York, with salt to Wm Bunn & Son.
Bark Ann Robert Carver, 3 days from New York, in ballast to Curtis & Knight.
Brig Victoria, Davison, 10 days from Windsor, NS, with plaster to E A Souder & Co.
Brig Lucy Ann, Wass, 20 days from St John, NB, with mdse to E A Souder & Co.
Brig Anna, (Br) Morrow, 20 days from St Jago de Cuba, with logwood and tobacco to S & W Welsh.
Brig T H Rowland, McCauley, 5 days from New York, in ballast to Workman & Co.
Brig Ann Rebecca, Tucker, 3 days from New York, in ballast to J E Bazley & Co.
Brig S Stevens, Haskell, 7 days from Boston, with mdse to captain.
Schr Activity, (Br) Pye, 9 days from Halifax, with fish to Kennedy Stairs & Co.
Schr E G Willard, Parsons, 5 days from Portland, with mdse to Kennedy, Stairs & Co—vessel to E A Souder & Co.
Schr Hattie Coombs, Drinkwater, 4 days from N York, with barley to Massey, Collins & Co—vessel to E A Souder & Co.
Schr Convoy, Merrill, 6 days from Portland, in ballast to Twells & Co.
Schr Smith Tuttle, Rich, 5 days from Provincetown, with mdse to Geo B Kerfoot.
Schr Geo. Timmons, 4 days from New York, in ballast to captain.
Schr Ceres, Woolston, 1 day from Newport, Del, with flour to R M Lea.
Schr Cora, Masten, 1 day from Brandywine, Del, with flour to R M Lea.
Schr Lancet, Bayard, 1 day from Christiana, Del, with grain to Christian & Co.
Schr Emma, Hunter, 1 day from New Castle, Del, with corn to Jas Barratt & Son.
Schr A C Gray, Ware, 1 day from St George, Del, with corn to J E Bazley & Co.
Schr Mary, Rickards, 1 day from Camden, Del, with corn to J E Bewley & Co.
Schr Vandalia, Cooper, 1 day from Smyrna, Del, with wheat to J E Bewley & Co.
Schr Jane, Norman, 1 day from Lewes, Del, with corn to Jas L Bewley & Co.
Schr E S Wallace, Price, 1 day from Port Deposit, with grain to Jas L Bewley & Co.
Schr Clayton & Lowber, Jackson, 1 day from Smyrna, with grain to Jas L Bewley & Co.
Schr Mary Standish, Atwood, 6 days from Boston, with mdse to captain.
Schr C E Elmer, Mason, 7 days from Boston, with mdse to captain.
Schr Sidney Price, Godfrey, 4 days from Salem, in ballast to captain.
Schr Richard Vaux, Wallace, 5 days from Boston, in ballast to captain.
Schr C Locker, Laws, 7 days from Boston, in ballast to Hopkins Merry & Co.
Schr Sarah Cullen, Cullen, 4 days from Boston, in ballast to Wannemacher & Maxfield.
Schr New Jersey, Morris, from Somerset, in ballast to captain.
Schr A Pharo, Lippincott, from Providence.
Schr Monitoeu, Falkenburg, from Providence.
Schr R Bell, Endicott, from New Haven.
Steamer Beverly, Pierce, 24 hours from New York, with mdse to W M Clyde.
Steamer Delaware, Fenton, 24 hours from New York, with mdse to W M Baird & Co.
Steamer Pierpont, Green, 24 hours from N York, with mdse to W M Baird.

CLEARED.

Bark J J Philbrick, Puckaford, Key West, J E Bazley & Co.
Bark John Prucka, Taylor, New Orleans, Capt A Boyd.
Brig Margaret, (Br) Gordey, Barbadoes, E A Souder & Co.
Brig G T Ward, Fisk, New Orleans, Workman & Co.
Brig Ann Parker, Falkenburg, Fall River, Castner, Stickney & Wellington.
Schr Mary A Rudolph, Cordery, Providence, do
Schr S C Tiers, Hoffman, Port Royal, D S Stetson & Co.
Schr John, Irons, Port Royal, do
Schr C E Elmer, Mason Fort Monroe, do
Schr A Pharo, Lirpincott, Providence, E R Sawyer & Co.
Schr R Knight, Endicott, Providence, J Miles & Co.
Schr Commerce, Pettingill, New Bedford, O A Hoffecker & Co.
Schr Sea Ranger, Wiggins, Salem, do
Schr M D Cranmer, Cranmer, Newburyport, do
Schr New Haven, Glover, Lynn, Blakiston, Graff & Co
Schr R J Clark, Clark, Boston, do
Schr L Sturtevant, Mayhew, Lynn, do
Schr W W Brainerd, Bodwitch, Providence, Repplier & Bro
Schr Northern Light, Irelan, Boston, W Clayton
Schr Ann Eliza, Buckley, Dennisport, P Fisk
Schr S Cullen, Cullen, Fort Warren, Wannamacher & Maxfield
Schr Governor, Freathey, Gloucester, Rommell, Potts & Co.
Schr J H Burnet, Ireland, Boston, captain
Schr A Haley, Haley, Boston, Hammett, Van Dusen & Lechman
Schr L A M Reed, Ludlam, Boston, L Audenried & Co
Schr Colorado, Sheppard, Pawtucket do
Schr S W Simmons, Godfrey, Salem, John R White
Schr B J Sharp, Tirrell, Boston, Day & Huddell
Schr Snow Flake, Dickison, Boston, Sinnickson & Glover
Schr L A Danenhower, Miller, Boston, A T Rathbun.
Schr L S Levering, Corson, Boston, Bancroft, Lewis & Co.
Schr Susan Jane, Compton, Fort Monroe, Tyler, Stone & Co.
Schr Sarah Louisa, Adams, Washington, do
Schr Wm John, Mulwitt, Alexandria, do
Schr G N Conover, Jones, Alexandria, do
Schr Charity, Leech, Piney Point, Com H A Adams.
Str R Chamberlain, Stewart, Alexandria, T Webster, Jr
Str J S Shriver, Dennis, Baltimore, A Groves, Jr.
Str Philadelphia, Shore, Washington, Capt A Boyd.
Str Reliance, Fulmer, New Orleans, Capt A Boyd.
Str Philadelphia, Allen, Alexandria, Capt A Boyd.
Str Rescue, McBermott, New York, W P Clyde.
Str Ann Eliza, Richards, New York, W P Clyde.

(Correspondence of The Press.)

READING, Oct 13.

The following boats from the Union Canal passed into the Schuylkill Canal to-day, bound to Philadelphia, laden and consigned as follows:

Young Henry, lumber to James Haley; E Keyser, do to captain; General Hooker, do to Boone & Walters; Daniel Ulrich, Bloome to J W & J W Kollog.

(Correspondence of The Press.)

HAVRE DE GRACE, Oct 14

The steamer Wyoming left here this morning with the following boats in tow, laden and consigned as follows:

Burning Bush, with lumber to H Croskey; P Ford, do to Wilmington; M J Link, coal to Delaware City.

MEMORANDA.

Steamship Kate Dale, Leaman, hence, at Port Royal 3d inst., and sailed 6th for New Orleans.
Ship Donald, Gregory, from New York for San Francisco, with a general cargo, abandoned off Cape Horn, registered 8 8 tons, rated A1, was built at Portsmouth, NH, in 1858, and owned in New York by Galvin Adams.
Bark Powhatan, Pendleton, cleared at New Orleans 3d inst. for New York.
Brig Vesta, Backus, cleared at Boston 13th inst. for this port.
Brig Moses Day, Loud, hence, at Port Royal 8th inst.
Brig John, Bobbins, sailed from Port Royal 5th inst. for this port.
Brig Concord, Malcolm, cleared at Port Royal 10th inst. for this port.
Brig Canima, Baker, cleared at Boston 14th inst. for this port.
Schrs J G Huntington, Lovell, and Lucy Church, Adams, hence, at Albany 13th inst.
Schr West Wind, Gilman, from Bangor for this port, at Portland 15th inst.
Schrs Abbie H Brown, Cook, for this port, and Mary Ellen, Case, from Providence for do, sailed from Newport 13th inst.
Schr Thos P Cooper, Taylor, sailed from Providence 13th inst. for this port.
Schr Monterey, Craig, from Fall River, at Newport 13th inst., for Delaware City, after going on the marine railway.
Schr Trade Wind, Hill, hence, for Ipswich, sailed from Newport 13.h inst.
Schr R M Price, Kelley, cleared at Boston 13th inst. for this port.
Schrs Mary A Shropshire, McElwee; D H Hills, Rich; Elizabeth English, Howell; W Salisbury, Hudson; Jas A Parsons, Shaw, and Wonder, Gage, hence, at Boston 14th inst.
Schr Richard M Demill, Henderson, hence, at Port Royal 3d inst.
Schr Western Star, Crowell, for this port, sailed from Fort Royal 10th inst.
Schr Armenia Bartlett, Smith, for this port, cleared at Fort Royal 10th inst.

NOTICE TO MARINERS.

Notice is hereby given that the Black Beacon (spindle) in Gloucester harbor has been repaired and replaced on the Rock.

By order of the Lighthouse Board.

JOHN MARSTON, L. H. Inspector.

Boston, Oct. 13, 1863.

EDUCATIONAL.

BRYANT, STRATTON, & CO.'S NATIONAL COMMERCIAL COLLEGE, S. E. corner SEVENTH and CHESTNUT Streets. Open DAY and EVENING for instruction in Bookkeeping, Penmanship, &c. SCHOLARSHIPS are issued at this institution which constitute the student a life-member of our fifteen Commercial Colleges, located in the leading cities of the United States and Canada.

Call or send for the *Commercial College Monthly*.

oct7-1m*

PHILADELPHIA DENTAL COLLEGE, 108 North TENTH Street, above Arch.—The *Preliminary* Lectures of this institution will commence on MONDAY, October 5th, 1863, and be continued DAILY, at 4 P. M., during the entire month.

A Clinical Lecture and Operations, by one of the Faculty, on WEDNESDAY of EACH WEEK, at 3 P. M.

Clinics will also be held EVERY DAY, under the supervision of the Demonstrators.

The *regular* course of instruction will commence on the FIRST MONDAY of November, and continue until the close of the ensuing February.

For further particulars, inquire at the College, of the Janitor, E. A. HUGHES, or of

J. H. McQUILLEN, D. D. S.,
Dean of the Faculty.

oct5-12t* No. 1112 ARCH Street.

D. L. CARPENTER, TEACHER OF DANCING, 625 ARCH Street. Call at his Rooms, Daily and every Evening. se22-1m*

PHILADELPHIA COLLEGIATE INSTITUTE FOR YOUNG LADIES, 1530 ARCH St. Rev. G. A. Smith, D. D.; Rev. E. C. Smith, A. M., Associate Principals. Boarding and day scholars. se26-3m

YOUNG LADIES' SCHOOL AND COLLEGE FOR HOME STUDY, No. 1003 CLINTON Street. Established by Prof. C. D. CLEVELAND in 1854. Fall Term commences September 14.

ELINY R. CHASE.

BELLEVUE FEMALE INSTITUTE, A BOARDING-SCHOOL FOR GIRLS.—This Institution is located in the northern limits of ATLEBOROUGH, Bucks county, Eastern Pennsylvania, a rural, healthy, and very beautiful and healthfulness.

The Fall and Winter term will open TENTH MONTH 1st, 1863, and continue in session 26 weeks.

The course of instruction is thorough and complete in all the elementary and higher branches, of an ENGLISH, CLASSICAL, and MATHEMATICAL education.

For terms and other particulars address, which may be had on application to the Principals, ATTLEBOROUGH Post Office, Pa., or to JOSEPH SCHOFIELD, corner of HIGHTS and ARCH Streets, Philadelphia.

ISRAEL P. GRAHAM,
JANE P. GRAHAM,
se2-3m Principals.

CENTRAL INSTITUTE, N. W. corner TENTH and SPRING GARDEN Streets, will RE-OPEN SEPTEMBER 1st. Boys prepared for admission of the Public Grammar Schools, for College, or for Business. [au24-3m*] H. G. McGUIRE, A. M. Prin.

MADAME MASSE AND M'LLE MORIN will reopen their FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES, 1343 SPRUCE Street, on the 14th of SEPTEMBER.

For circulars or other particulars apply at the above number. au22-2m

VILLAGE GREEN SEMINARY, SELECT BOARDING SCHOOL, NEAR MEDIA, PA.—Thorough course in Mathematics, Classics, English Branches, Natural Sciences, &c. Military Tactics taught. Access in Book-keeping, Surveying, and Civil Engineering. Pupils taken of all ages. School opens September 1st. Boarding, per week, $2 50. Tuition, per session, $6. For catalogues, or information, address

Rev. J. HENRY SPRONG,
jy24-3m WILLIAM GREER, Ps.

PHILADELPHIA PROFESSIONAL INSTITUTE, S. E. corner of THIRTEENTH and CHESTNUT Streets, is now open, with a complete GYMNASIUM for the exclusive use of its pupils. Visitors can see its peculiar modes of instruction and its advantages. Send for circulars.

se8-6t* I. NEWTON PEIRCE, Principal.

CLASSICAL INSTITUTE, DEAN Street, above Spruce.—The duties of the Classical Institute will be resumed SEPTEMBER 7th.

au27-2m* J. W. FAIRES, D. D., Principal.

MRS. B. BLANCHARD'S SCHOOL FOR MISSES and YOUNG LADIES, 1047 and 1049 EIGHTEENTH Street, will reopen September 14. Circulars can be had on application. se7-6w*

NORMAL MUSICAL INSTITUTE, No. 624 North ELEVENTH Street.
se19-1m* JOHN BOWER, Principal.

GLENWOOD MATHEMATICAL AND CLASSICAL SCHOOL, DELAWARE WATER GAP.—The above institution will reopen on SECOND-DAY (Monday), the 9th of NINTH MONTH (September).

For particulars apply to

SAMUEL ALSOP, Principal,
se5-2m Delaware Water Gap, Monroe county, Pa.

MISS BROOKS AND MRS. J. E. HALL will re-open their Boarding and Day School, for Young Ladies, at 1218 WALNUT Street, on the 14th of SEPTEMBER. au31-2m

MISS ELIZA W. SMITH'S SCHOOL FOR YOUNG LADIES, No. 1810 SPRUCE Street, will be reopened on Monday, SEPTEMBER 14. The course embraces the elementary and higher branches of a thorough English education, with French, German, Music, Drawing, &c. se1-2m*

PENNSYLVANIA MILITARY ACADEMY, AT WEST CHESTER. (For Boarders only.) The duties of this Academy will be resumed on THURSDAY, September 3d. The following gentlemen compose the Board of Trustees:

Hon. JAMES POLLOCK, President.
Col. THOS. HYATT, Vice President.
W. E. BARBER, Esq., Secretary.
JAMES H. ORNE, Esq., Treasurer.
Rev. Thos. H. Leaming, D. D. Thos. Chalfonte, Esq.
Rev. Thos. Brainerd, D. D. Charles B. Dungan.
Hon. Ulysses Mercur. Jos. Thompson.
Hon. Chas. O'Neill. Wm. L. Springs.
Hon. John Hickman. Geo. C. Farrell.
Hon. W. L. Dewart. Jas. Gibbons.
Col. Wm. Bell Waddell. T. B. Peterson.
Jas. S. Townsend. Theodore Strain.

The advantages afforded for the acquirement of a thorough military education are second only to those of West Point. The Academic Staff is composed of the thoroughly competent instructors. The Educational Department embraces the Military, Collegiate, and Scientific courses. The Mathematical and Military Department is under the charge of a Graduate of the United States Military Academy, West Point, of 6 years' standing.

Careful attention is paid to the moral instruction of the cadets. Circulars may be had of CHAS. W. SHARPLESS, Esq., No. 626 CHESTNUT Street, Philadelphia, or of

Col. THEO. HYATT,
se7-6w West Chester, Pa.

COPARTNERSHIPS.

NOTICE.—THE COPARTNERSHIP heretofore existing between the subscribers, trading under the firm of EDWIN WATTSON & CO., Biscuit Bakers, is dissolved by mutual consent, the 1st inst., this date. All persons indebted to the said firm will make payment to THOMAS WATTSON, who is duly authorized to settle the business of the late firm.

THOS. WATTSON,
EDWIN WATTSON.

Philadelphia, October 5, 1863. oct6-12t*

LEGAL.

LETTERS TESTAMENTARY TO THE Estate of GUY HENDERSON, deceased, having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims against the same to present them without delay to

ALEX. HENDERSON,
oct6-6t* No. 842 WHARTON Street, Executor.

ESTATE OF MARY LINCK, DECEASED.—Letters of administration upon the estate of Mary Linck, deceased, having been granted to the undersigned, all persons indebted to the said estate are requested to make payment, and those having claims to present them to

ALLEN C. CORNELIUS,
No. 50 South THIRD Street,
Or his Counsel,
WM. W. GALLAHER,
oct1-6t* 731 WALNUT Street.

ESTATE OF JAMES H. RANDALL, DECEASED.—Letters testamentary upon the estate of James H. Randall, deceased, have been granted to the undersigned by the Register of Wills, all persons indebted to the said estate are requested to make immediate payment; and those having claims or demands against said estate are requested to make known the same, without delay, will be to

SUSAN G. RANDALL, Executrix,
No. 142 North FIFTH Street.
Or to her attorney, GEORGE S. WEST,
se4-6t* No. 419 PRUNE Street.

MARSHAL'S SALE.—BY VIRTUE of a writ of sale, by the Hon. JOHN CADWALADER, Judge of the District Court of the United States, in and for the Eastern District of Pennsylvania, in Admiralty, to me directed, will be sold at public vendue, to the highest and best bidder, for cash, at CALLOWHILL-STREET WHARF, on SATURDAY, October 17, 1863, at 12 o'clock M., the 1-half interest in the Schooner Rover, her tackle, apparel, and furniture, and the cargo, consisting of 30 bbls. Spanish Onions, now lying on the wharf, foot of Allegheny avenue, and will be sold as at a now lies.

WILLIAM MILLWARD,
U. S. Marshal E. D. of Pennsylvania.

Philadelphia, October 7, 1863. oct10-7t

HOTELS.

NATIONAL HOTEL, WASHINGTON, D. C.
H. S. BENSON, PROPRIETOR.
Formerly of the Ashland House, Philadelphia.
He is determined to merit, and hopes to receive, a full share of public patronage. jel3-3m

METROPOLITAN HOTEL, (LATE BROWN'S,)
PENNSYLVANIA AVENUE,
(Between Sixth and Seventh Streets,
WASHINGTON CITY.
A. R. POTTS,
my23-6m Proprietor.

REMOVALS.

REMOVAL.—JOHN C. BAKER, Wholesale Druggist, has removed to 716 MARKET Street. Patentees and others are invited to JOHN C. BAKER & CO.'S COD-LIVER OIL. Having increased facilities in this new establishment for manufacturing and bottling, and the avails of fifteen years' experience in the business, this brand of Oil has advantages over all others, and the demands fully supplied. Orders are obtained from the fisheries, fresh, pure, and sweet, and receive the most careful personal attention of the original operator, who has established and built up the spread market for it make its figures low, and afford great advantages for those buying in large quantities. au5-4tf

COAL.

COAL.—SUGAR LOAF, BEAVER MEADOW, and Spring Mountain Lehigh Coal, and best Locust Mountain, from Schuylkill: prepared expressly for Family use. Depot, N. W. corner of EIGHTH and WILLOW Streets. Office, No. 113 South SECOND Street. [ap2-1y] J. WALTON & CO.

CARRIAGES. 1863.
WILLIAM D. ROGERS,
Coach and Light Carriage Builder,
Nos. 1009 and 1011 CHESTNUT STREET,
se10-6m PHILADELPHIA.

THOMSON'S LONDON KITCHENER OR EUROPEAN RANGE, for families, hotels, or public institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges, Hot-Air Furnaces, Portable Heaters, Lowdown Grates, Fireboard Stoves, Bath Boilers, Slow-hole Plates, Broilers, Cooking Stoves, &c., at wholesale and retail, by the manufacturers.

CHASE, SHARPS, & THOMSON,
au19-wfm-6m No. 200 N. SECOND Street.

WILLIAM H. YEATON & CO., No. 201 South FRONT Street,
Agents for the sale of the
ORIGINAL HEIDSIECK & CO. CHAMPAGNE.
Offer that desirable Wine to the trade.
Also, 1,000 cases fine and medium grades
BORDEAUX CLARETS.
100 cases "Brandenberg Frres" COGNAC BRANDY.
Vintage 1848, bottled in France.
50 cases finest Tuscan Oil, in flasks, 2 dozen in case.
50 bbls. Jersey Apple Brandy.
50,000 Havana Cigars, extra fine
Moet & Chandon Grand Vin Imperial, "Green Seal" Champagne.
Together with a fine assortment of Madeira, Sherry, Port, &c. se24-1y

PHRENOLOGICAL EXAMINATIONS, with full descriptions of character, given DAY and EVENING, by S. R. WELLS, No. 308 SOUTH TENTH Street. sel-2m*wm

CARD AND FANCY JOB PRINTING, At RINGWALT & BROWN'S, 111 S. FOURTH St.

PROPOSALS.

ARMY CLOTHING AND EQUIPAGE OFFICE, TWELFTH and GIRARD Streets,
PHILADELPHIA, October 14, 1863